

Amid Andean Glaciers---Letter from Highest Railroad Station on Earth

A Road Which Rises Three Miles in One Hundred, and Is Worked With Oil Engines—How It Was Built—The Vegetation of the Andes and the Abandoned Terraces of the Incas—The Wonderful Rimac Valley—The Terrors of Soroché—Striking Pictures Taken on the Roof of the World.

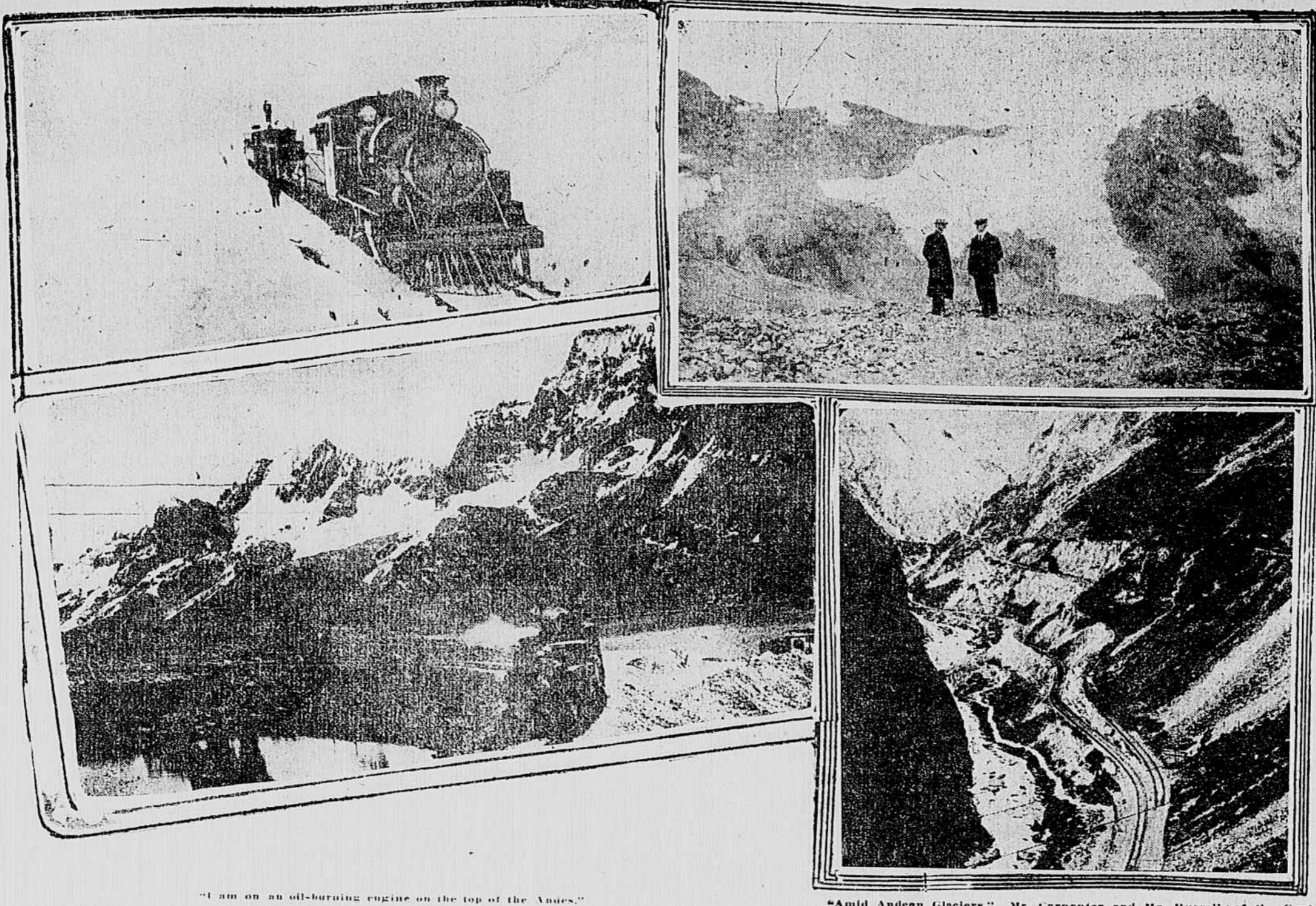
BY FRANK C. CARPENTER.

I AM dictating this letter on an oil-burning engine on the very top of the Andes. My secretary sits by my side in the cab and takes down the notes. The air is so rare that I can hardly talk, and it is only the great flames of petroleum in the furnace below that take the chill from our bones. We are a short distance from Tello, above the pass which crosses the mountains from the Pacific Ocean on the way to the Atlantic, and at the very highest railroad point in the world. We are higher up in the air than any mountain in the United States outside of Alaska. We are 100 feet above the top of Mount Blanc, and 2,000 feet higher than the sacred peak of Fujiyama, the "off" Japan. If I could fly on this plane north to Pike's Peak, I should have to drop three times the height of the Washington Monument before I could land on its summit, and if I fell 1,000 feet, I should still be far above the height of Mount Whitney.

Our actual altitude is 15,865 feet above the sea, and all about us are mountains that rise several thousand feet higher. Over there is Mount Meigs, whose altitude is over 17,000 feet, and not far away is another mountain that seems to be 20,000 and more.

As I write, we seem to be in a great fortification on the very roof of the world. We are in a basin surrounded by gigantic walls of blue, black, white, red and gray rocks. We are also in a great glacier garden. I can count a half dozen mighty ice rivers from where I am sitting, and there are glaciers so near that I could almost throw a stone in the ice as I stand up in the cab.

A moment ago the sky was bright blue. Now the wind has come up and the clouds hang low over the glaciers. The black masses rest on one ice, and it seems to be flowing out of the clouds down the hills. Some of the glaciers are of enormous extent. I can see one that seems to be the whole top of the mountain, and near it another has burst out of the rocks and half fallen in an icy veil down to the valley. The top of that glacier is covered with snow, but the ice toward the train is this veil of icicles, through which you can see the ice wall behind. We have here the sun of the tropics. It lights



"I am on an oil-burning engine on the top of the Andes." Climbing one of the grades. It is 15,865 feet here, and the peaks are at least 2,000 feet higher.

"Amid Andean Glaciers." Mr. Carpenter and Mr. Russell, of the Central Railway, near Morochuco, Peru. This is 15,865 feet above the sea, near the highest railroad station on earth.

Central Railway up the Andes, showing system of switchbacks. Three tracks here in view. The engine is climbing the second track.

with the cold of the highlands, and the battle goes on all the time. You can never be sure of the weather. It may be clear for a week and it may snow day and night. In the winter the mountain blasts are so fierce and the glare so great that the trainmen use smoked glasses to keep from becoming snow blind.

But before I describe the scenic wonders about me let me tell you something of this road from the sea to the clouds. It is the world's greatest wonder in the way of railway construction. It begins on the Pacific Ocean at the port of Callao, and in 100 miles it climbs up the mountains to an altitude of 15,865 feet. It crosses the pass at 200 feet lower, and then goes down to the Indian market town of Oroya on the other side of the range. Oroya is not a great distance from the navigable tributaries of the Amazon River, and the journey throughout is accomplished without dust or clouds. The system of brakes, which assures safety, is both British and American, and in the descent a pilot car always goes in advance of the train.

This road is known as the Central Railway of Peru. It belongs to the government, and is under the management of the Peruvian Corporation, a British company that has control of the railways of the republic. The railway runs from Callao, on the Pacific, to Huancayo, 270 miles distant, on the Atlantic side of the Andes. It crosses the coast range at 16,665 feet, with a branch of nine miles to the Morochuco mines, upon which the altitude is almost 15,000 feet. The road was suggested by a Peruvian, but the man who laid it out and constructed the greater part of it was Henry Meigs, an American. Meigs raised the money to build it, and in fact is entitled to the credit of its construction. He began to work on it away back in 1870, and in 1876, when he died, he had completed it as far as Chichla, a point more than two and one-half miles above the sea. By that time the \$27,000,000 or \$28,000,000 which he had raised for its construction was exhausted and the work stopped. It was resumed some years later, and in 1892 was completed to Oroya, a distance of 138 miles from the coast. The extension to the rich valley of Huancayo was finished only six years ago.

The road was originally planned to reach the rich silver and copper mines of Cerro de Pasco, but after going over the pass at an altitude of 15,865 feet, it came down about 3,000 feet and stopped at Oroya. Then the mines were bought by an American syndicate, and

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Presidents, Ex-Presidents and Other Notables Will Wear Shamrock Tuesday

Also Members of Cabinet, Supreme Court, Senate and House, as Well as Many Geniuses Noted in Art, Science and Letters—Of Notables Born on Irish Soil We Now Have a Senator, Two Representatives, Seven Generals, a Great Composer, Astronomer and Actress. How White House Shamrocks Are Supplied Annually by Noted Irishman.

BY JOHN ELFRITH WATKINS.

THE shamrock will properly adorn many of America's chief Tuesday next.

The right of our President and both our ex-presidents, as well as some noted members of the Cabinet, Senate and House, to place it in their buttonholes is undisputed. And many of our great geniuses in the world of science, art and letters are entitled to assume this same decoration.

The President's grandfather-grandfather, James Wilson, emigrated to America from the County Down, Ireland, and brought with him his son, Woodrow Wilson's grandfather, James, who married Anne Adams, an Irish lass, four years his junior, who had come over in the same ship that brought him. The President recalls that, until her last days, his Irish grandmother, Anne Adams Wilson, delighted in speaking of her North of Ireland home.

Some of former President Taft's ancestors claimed descent from the family of Taft, which was listed among the early Irish settlers, was honored as royalty in Ireland, and is still honored in the houses of England. Perhaps the most illustrious of these was Captain William Taft, who was honored by Queen Elizabeth for his part in capturing Blenheim Castle. And from the account of that capture given in history, the President's father once remarked, it would seem to have been taken as much by bluff as by military prowess. His son, Sir John, was made Baron of Rathmore, as well as Viscount Taft, of Corbett, in 1825.

Those who would find Irish blood in the veins of Mr. Taft might also trace his pedigree back through his grand mother (with seven greats), Bridget Rawson, whose surname is in doubt, but is thought by some to have been Warde. Another ancestor of the President was William Burke, whose surname is prominently Irish.

T. R.'s Irish Pedigree.

While in the White House Mr. Roosevelt made his claim to the honor of wearing the green shamrock, and he to him from a half dozen Irish colonists in Pennsylvania. Forty years before independence was sounded a colony of Irishmen founded a new colony, now known as the Keystone State's Chester County. Among these was John Dunwoody, who became a schoolmaster, and fell in love with Susan Criswell, a colon of sweet sixteen. Both were from the North of Ireland. From their union sprang Theodore Roosevelt's mother, Martha Bulloch. Other of Mr. Roosevelt's Irish ancestors in Pennsylvania were John Pettit and his wife, Elizabeth McVaugh, and John Barnhill, with his wife, Sarah Craig, of whom Mr. Roosevelt has written: "They were all of them humble people, farmers, mechanics, etc. Although Sarah Craig is put down on the book as being descended on her mother's side, through the Barnhills, from various well-known Irish lords, both of the pale and outside the pale—the Butlers, the Fitzgeralds, O'Neills and O'Briens."

When Mr. Roosevelt was occupying the exalted office, which he hankers to



ATTORNEY-GENERAL McMILLAN.

VICTOR HERBERT.

REPRESENTATIVE FITZGERALD. Both will wear the Shamrock—President Wilson and Secretary Tamm.

CHIEF JUSTICE EDWARD D. WHITE.

1832 my grandfather removed to Kentucky, and in that State I was born and grew up."

The President's secretary, Joseph Patrick Tumulty, is very proud of the fact that he is an Irish-Catholic on both sides of his family.

Supreme Court Shamrocks.

Upon the bench of the Supreme Court of the land sit two wearers of the green. The Chief Justice himself, Edward Douglas White, thus adorns himself, for his paternal grandfather, James White, was born in the North of Ireland. After emigrating to this country Grandfather White married a Philadelphia girl, took his bride to Tennessee, and later pressed southward, becoming judge of West-Louisiana, and after becoming a State of the American Union, Louisiana sent his son to Congress and made him Governor, then sent his grandson to the Senate and to the Supreme Court bench. Like Chief Justice Taft, the present Chief Justice is a devout member of the Roman Catholic Church. And so is the other shamrock wearer of the Supreme Court, Justice Joseph McKenna, whose father, John McKenna, emigrated from Ireland to Philadelphia, and thence to California.

In Congress are three sons of Irish birth. Senator Oliver, of Pennsylvania, may wear the shamrock by virtue of such activity, although his birth in the Emerald Isle was so to speak, accidental, occurring while his American parents were visiting that land, in 1818.

No such circumstance befalls the status, in this respect, of another Pennsylvania Congressman, Michael Donohoe, member of the House from Philadelphia. His birth in Killeshan-

dra, Ireland, was by deep design of his Irish parents, who would not have had it otherwise. When a boy of a lad, Michael attended the national schools, and then finished his education at a private classical school of his native village, which, at the age of twenty, turned him out a full-fledged schoolmaster at the principal national school.

But after watching the arena there for a couple of years, his heart longed for a land of the free. So, sending in his resignation to the school authorities, he shipped for America, and arrived one autumn day in 1866, at the "city of Philadelphia," where he built up a business. Despite his nationality, he never held public office until elected to Congress by the Democrats.

The other, native son of Erin in the House of Representatives is George Francis O'Shaughnessy, Democrat, of Providence, R. I. He was born in Galway, "the city of the tribes," where his father was a clothing merchant. His mother, nee Margaret Flynn, was, however, a native of Manchester, England.

Blood in Senate and House.

In both houses of Congress are soldiers who wear the shamrock by virtue of Irish descent, if not Irish nationality. Notable among these is Senator James Aloysius O'Gorman, of New York, the successor of Chauncey Depew. Some time before the Civil War there landed at Castle Garden a likely lad from Ulster, and as likely a lass from Munster. The two went before the priest, and from this union of the North and South of Erin sprang the Senator. Although his father died when he was but a lad, his mother saw him through college, into the presidency of his law class, and into a barrister's cap and gown. From law clerk he became a hustling attorney, then district judge, then Supreme Court judge of the State, then United States Senator and in accepting the last office, at \$7,500 a year, he relinquished a salary of \$16,000 greater per annum. He has been the father of ten children, and is a Roman Catholic.

Is Samuel Lover's Grandson.

America boasts also of a galaxy of geniuses born upon Irish soil, or descended from Irish ancestors. Every American with a drop of Celtic blood, and ten of thousands of us who cannot boast of such a heritage have enjoyed the works of that great Irish genius, the novelist, song writer and painter, Samuel Lover, author of those delightful stories, "Tory O'Moore" and "Handy Andy," also those tuneful melodies, "Molly Bawn" and "The Low-Backed Car." His daughter, Fanny Lover, married Edward Herbert, and to their union was born in Dublin, after three years ago, a son, Victor, who began his musical education in Germany when a lad of seven, joined the court orchestra at Stuttgart, toured the world as a solo cellist, and remained in America. He is now our own Victor Herbert, of Brooklyn, chairman of the powerful Committee on Appropriations, is the son of Irish parents, Patrick and Catherine McMayon Fitzgerald. He is a member of numerous Catholic societies.

Related to Fenian Heroes.

"My father, John Kelly, was born in the townland of Virginia, County Cavan, Ireland," Representative Thomas Kelly, of Meriden, Conn., told me. "My mother, Catherine Fagan, was a native of the town of Granard, County Longford. Both came to America in the early fifties, among the great numbers who left Ireland after the terrible famine. My father was one of the original members in this country of the Fenian Brotherhood, and was an officer in the New Britain circle, which affiliated with the Stephens branch of the organization. He was associated with my uncle, James (Catalpa Jim) Reynolds, the treasurer of the committee of Irish nationalists, which conducted the rescue of the seven Fenian prisoners from Fremantle, Australia, in 1876, in the whaling bark Catalpa. With my uncle in this daring rescue were Justice John W. Goff, of New York, and John Devoy, editor of the Gaelic American."

The parents of Representative Michael K. Kelly, of Wisconsin, were both born in Kilkenny, and those of Representative James T. McDermott, of Illinois, in County Roscommon, Ireland. In our army there are seven living

brigadier-generals of Irish birth, and in both arms of the service there are hundreds of officers who can wear the shamrock by virtue of Irish descent.

Our Seven Irish Generals.

Of the generals of Irish birth still living, General Bernard Irwin was awarded a congressional medal of honor for "distinguished gallantry in action" in the Indian battle near Apache Pass, although he was an officer of the Medical Corps; General Michael Cooney served meritoriously as a cavalry captain during the Civil War; General James Scullay was twice brevetted for gallantry during the same struggle; General Charles Patrick Jagan, after fighting through the same war as an officer, was brevetted for gallantry in the Indian battle of the Lava Beds, Cal., in 73, and became commissary-general of the army, which rank he held when suspended for reasons of criticism of his department by General Miles during the Spanish War; General William Quinton carried a sword, honorably throughout the civil struggle; General John McGinness is a West Pointer, was twice brevetted for gallant fighting before Charleston, and served in the Philippines after Dewey's victory; and General John O'Connell, when a college professor, enlisted in the Civil War, and fought through the Pine Ridge Indian campaign in 1864.

He was the first white man to land in Cuba, after the declaration of war with Spain, this distinction having been obtained by his jumping overboard from a boat and swimming ashore. He also served in the Philippines.

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